(No Model.)

2 Sheets—Sheet 1.

E. SAMUEL.

TRANSFER TRUCK AND TURN TABLE.

No. 335,483. Patented Feb. 2, 1886.

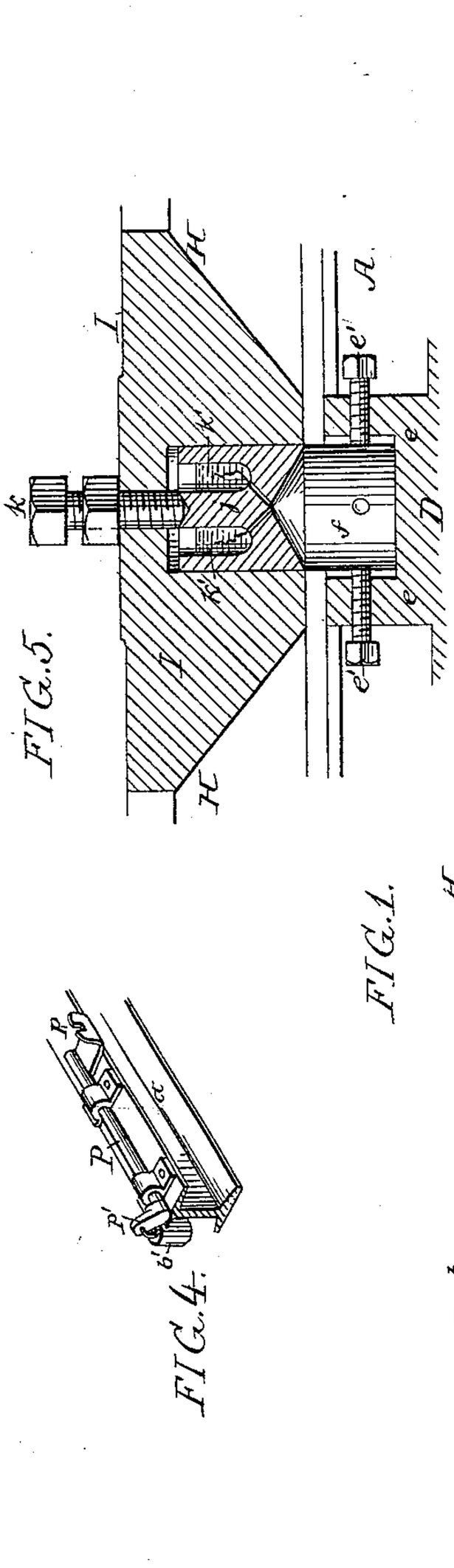

FIG. 5.

FIG. 4.

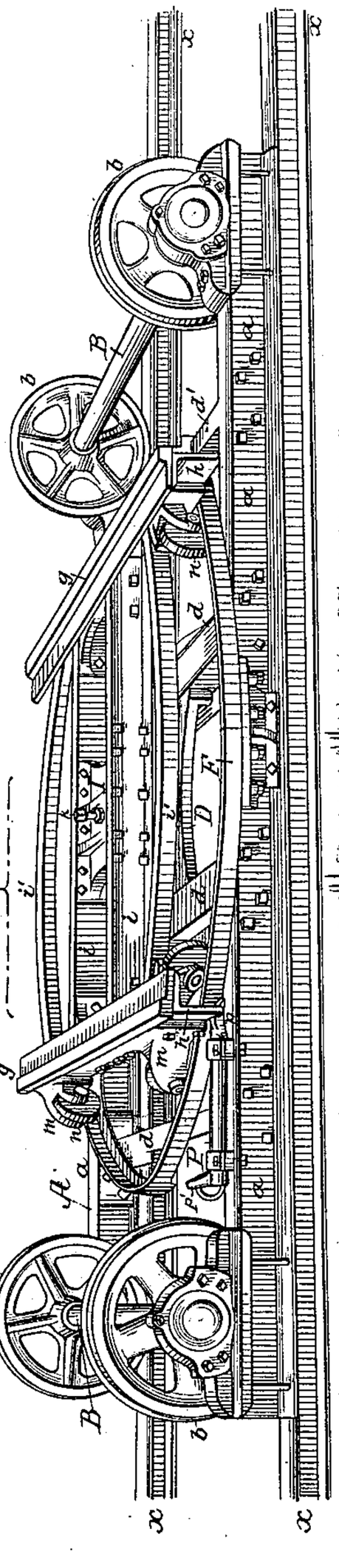

FIG. 1.

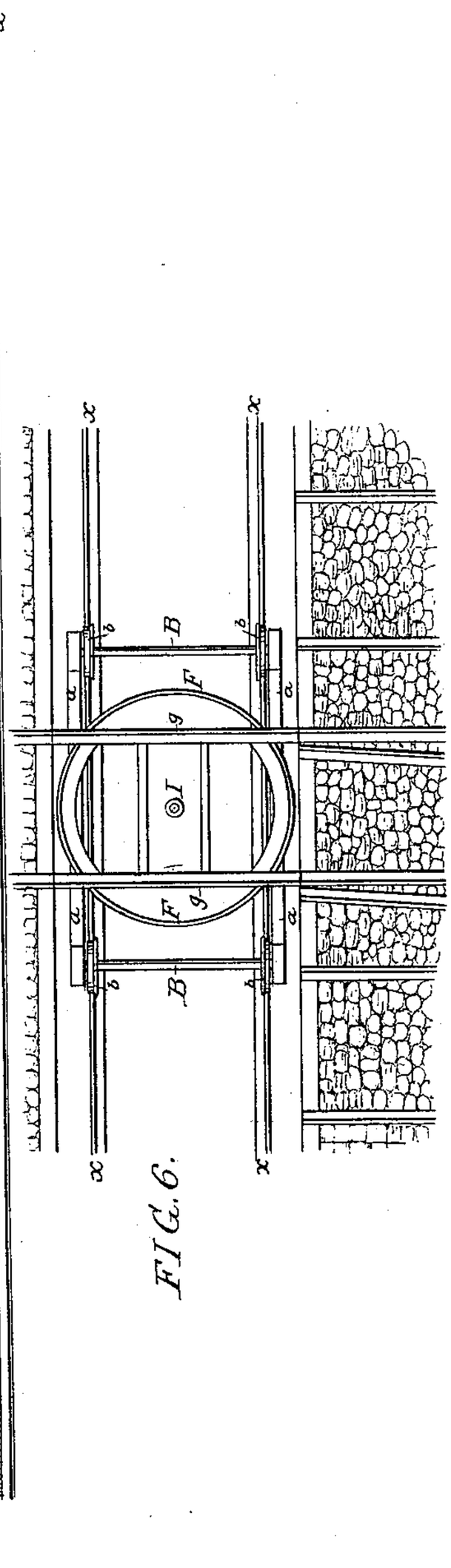

FIG. 6.

Witnesses:
James F. Tobin.
Ralph G. Kennedy.

Inventor:
Edward Samuel
by his Attorneys
Howson & Sons

(No Model.) 2 Sheets—Sheet 2.

E. SAMUEL.

TRANSFER TRUCK AND TURN TABLE.

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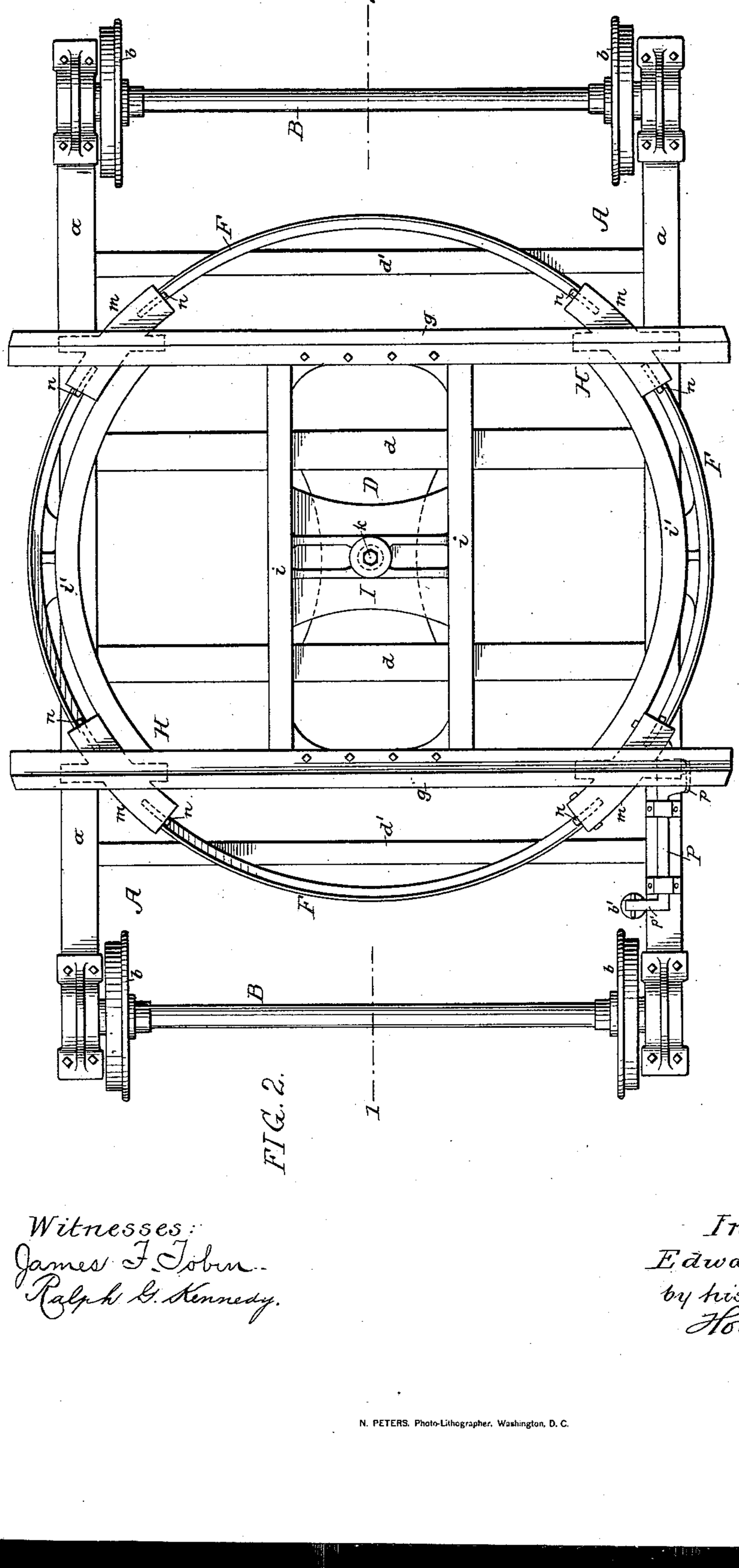

FIG. 2.

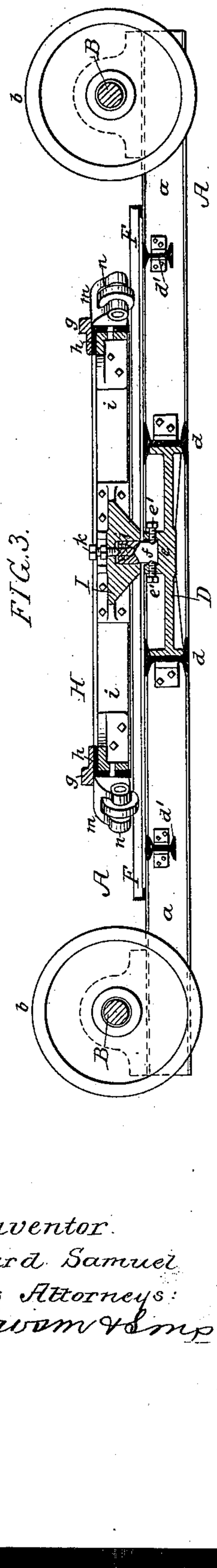

FIG. 3.

Witnesses:
James F. Tobin.
Ralph G. Kennedy.

Inventor.
Edward Samuel
by his Attorneys:
Howson & Sons

UNITED STATES PATENT OFFICE.

EDWARD SAMUEL, OF PHILADELPHIA, PENNSYLVANIA.

TRANSFER-TRUCK AND TURN-TABLE.

SPECIFICATION forming part of Letters Patent No. 335,483, dated February 2, 1886.

Application filed October 26, 1885. Serial No. 180,951. (No model.)

To all whom it may concern:

Be it known that I, EDWARD SAMUEL, a citizen of the United States, residing in Philadelphia, Pennsylvania, have invented a combined Transfer-Truck and Turn-Table, of which the following is a specification.

The object of my invention is to construct a combined transfer-truck and turn-table for use on railways for turning cars end for end, and shifting them laterally from one track to another, as fully described hereinafter.

In the accompanying drawings, Figure 1 is a perspective view of my improved transfer-truck and turn-table. Fig. 2 is a plan view on a larger scale. Fig. 3 is a longitudinal section on the line 1 2, Fig. 2. Fig. 4 is a perspective view of a locking device for the turn-table. Fig. 5 is an enlarged section of the center bearing of the turn-table, and Fig. 6 is a diagram illustrating the use for which the combined transfer truck and table is intended.

A is the frame of a truck, having anti-friction-roller bearings for the axles B B, which are provided with the usual flanged wheels, *b*, adapted to tracks *x x*. The frame A is preferably made entirely of metal, the longitudinal side beams, *a a*, being channel-bars, braced by transverse channel-bars *d d'*. To the bars *d d* is secured the center casting, D, having a hub, *e*, to which the center block *f* is secured by set-screws *e'*. Pivoted on the center block *f* is the turn-table H, composed of longitudinal angle-beams *h h*, secured together by transverse channel-bars *i i* and segmental angle-beams *i' i'*. To the bars *i i* is secured the central casting, I, having a center block *j*, which rests upon the center block *f*, and can be adjusted by set-screws *k*. (See Fig. 5.) To the longitudinal beams *h h* are secured the rails *g g*, and at the four corners of the turn-table are brackets *m*, having bearings for the spindles of friction-wheels *n*—eight in the present instance, two on each bracket. Secured to the beams of the truck is a flanged ring, F, which serves as a track for the wheels *n*, and prevents any undue deflection of the turn-table from a horizontal plane when said table is unevenly loaded. When the load on the turn-table is evenly distributed, however, the wheels *n* are free from the track, the load being borne by the center blocks of the turn-table. The flanges of the ring F serve to prevent any lateral displacement of the turn-table.

Secured to one of the channel-bars *a* of the frame A are bearings for a rock-shaft, P, having two arms, *p p'*, the arm *p* being notched for adaptation to the lower portion of either of the angle-beams *h h*, and the arm *p'* being weighted and tending to keep the arm *p* in position for locking the turn-table when the rails *g* are at right angles to those on which the truck runs. By a seriers of notches in the latch, or by other latches properly placed, the turn-table may be held at any angle. The end of the arm *p* is rounded on each side of the notch, so that the catch will be self-acting, the attention of the attendant being required, however, in order to release the catch. The center block of the turn-table *j*, as shown in Fig. 5, is recessed to form an oil-chamber, *k'*, in which are wicks leading through suitable passages in said block to the upper surface of the bearing-block *f*, so as to maintain the same at all times in a properly-lubricated condition.

My combined transfer-truck and turn-table is intended principally for use at the depots or terminals of street-railways, with the idea of simplifying the handling and transferring of cars, and economizing space by dispensing with the usual switches and turnouts.

The truck may be adapted to a shallow trench, so that the rails of the turn-table will be in line with the floor-level, and cars can be run onto said table from any of a series of tracks terminating at the trench, as shown, for instance, in Fig. 6, the cars being then turned end for end or transferred from one track to another, either parallel with or at an angle to that from which they have been run.

I claim as my invention—

1. The truck mounted upon wheels, and composed of longitudinal and transverse beams and a frame, D, in combination with the turn-table, also composed of longitudinal and transverse beams and a frame, I, and with bearings carried by said frames, as set forth.

2. The combination of the truck mounted upon wheels and having longitudinal and transverse beams bearing frame D and ring F, and the turn-table mounted upon the truck and having longitudinal and transverse beams

bearing frame and wheels, which bear upon the ring F when the turn-table is deflected, as set forth.

3. The combination of the truck and a turn-table carried thereby with a latch or latches on said truck for locking the turn-table to the truck when the rails of the turn-table are in a suitable position to allow a car to pass onto or from the turn-table, all substantially as set forth.

4. The combination of the truck and a turn-table carried thereby with a latch or latches on said truck, said latch consisting of an arm, *p*, and a counterbalance-weight tending to maintain said arm in the locking position, all substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

EDWD. SAMUEL.

Witnesses:
WILLIAM F. DAVIS,
HARRY SMITH.